

DEPARTMENT OF TRANSPORTATION**DIVISION OF ENGINEERING SERVICES**

Office of Structural Materials

Quality Assurance and Source Inspection



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Contract #: 04-0120F4Cty: SF/ALA Rte: 80 PM: 13.2/13.9File #: 69.12**DAILY PROJECT JOURNAL****Prime Contractor:** American Bridge/Fluor Enterprises, a JV**Report No:** DPJ-000565**Contractor:** Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island **Dated:** 26-Dec-2007**Location:** Changxing Island, Shanghai, China**Submittals(New / Total):****CWR's:** /**HSR's:** /**NCR's:** /

Item	Title	Detail
1	Other important observations	<p>At 0900 I went on a Fabrication Shop Walkthrough, I observed the following:</p> <p>77m Mockup: ZPMC personnel have completed tack welding all skin plates together with the type 3B diaphragm. I observed ZPMC workers grinding the root between skin plate "A" and "B". QA Inspector Ken Jobes observed this activity during the previous night's shift. ZPMC had carbon air gouged the root to increase the angle from 30 degrees to 45 degrees per the approved WPS. I witnessed the workers grinding the root face to "clean up" after the carbon air gouging. Previously I discussed this issue with Nate Lindell and brought the issue up again to ZPMC and Steve Lawton at the 1300 meeting today.</p> <p>89m Mockup: The doubler plates on skin plates "A" and "E" have been completely welded on, it did not appear that any NDT had been performed at of the time of my walkthrough. There were not marks on the plates indicating inspection by QC personnel. On skin plates "D" welders continued to weld on the intermediate splice place to the stiffeners. The welding on the intermediate stiffeners on skin plate "C" is complete and no work was being done.</p> <p>114m Mockup: The upper section of the 114m mockup was in the welding jig welders had completed the first SAW pass of the groove weld between plates "D" and "E". On the lower section is performing interior welding of the connection between skin plates "C" to "D".</p>
2	Key conversations	<p>At 0800, I talked with Nate Lindell about the carbon air arc gouging that our inspectors had observed the previous night. Nate agreed that the issue needed to be addressed and send one of his inspectors to observe ZPMC's work on the root.</p>

DAILY PROJECT JOURNAL

(Continued Page 2 of 2)

At 0930, I talked to Craig Knops regarding the Crosby padeye material substitution that Jim Reid made me aware of. I told Mr. Knops that the Department would entertain substituting AISI 1035 with A709 grade steel if they could address the difference in material strength by proposing a larger padeye or some other means. Mr. Knops indicated that he would make ZPMC aware that there were options available besides using the AISI 1035 steel and an RFI would be forthcoming.

3 Meetings attended

At 1300, I attended the Daily with ABF/ZPMC . Present from the Department were Stanley Ku, Tai Lin, Albert Carreon and myself. ABF was represented by Steve Lawton. Lu Jianhua represented ZPMC and was the spokesperson. ZPMC asked if material could be stamped to maintain material traceability. ABFJV concurred as long as a low stress stamp was used. The UT and VT on the OBG deck mockup are complete and ZPMC wanted to repair defects. Steve Lawton mentioned that he did not believe that repairs could be made after the fact according to the Special Provisions. Lu Jianhua wanted to know if grinding was considered a repair. Mr. Lawton asked if the Department had identified any QA hold points in the fabrication process. Mr. Lawton also asked about the status of the UT procedure review for the OBG. ZPMC asked Mr. Lawton to perform an internal walkthrough of their ovens that they intend to use for bending of the diaphragm flange plates. Mr. Lawton scheduled the walkthrough for the 12/27/07.

Inspected By: Ishibashi,Josh

Quality Assurance Inspector

Reviewed By: Wahbeh,Mazen

QA Reviewer
